(e) After the original specifications, detailed studies have been con. ducted on the signalling system and improvements have been made in the specifications. Also, trials were conducted to evaluate the interference limits. A consultancy contract was also awarded to M|s. JARTS

Based upon all these, (i) a limit of DC component in Catenary was introduced and specified as not to be more than 4.7A.

(ii) a limit of second harmonic current was introduced and specified as not to be more than 8.7A.

(f) The above imported locomotives have automatic speed control feature. No separate price for the automatic speed control feature had been indicated in the offer. The automatic speed contioi feature has not been by-passed.

Decrease in rail freight traffic

1424. SHRI NILOTPAL BASU;
SHRI DIPANKAR MUKHERJEE:

Will the Minister of RAILWAYS foe pleased to state:

(a) whether the percentage of freight traffic through rail transport has come down to 40 per cent as against 60 per cent through road as compared to 88 per cent by rail and 12 per cent by road in 1950-51;

(b) whether as per Railway Board's own exercises, the foreign exchange outgo on oil consumption by road is 10 times higher as compared to movement by rail on tonnage basis; and

(c) if so, what actions are being 4aken by the Railways to improve the freight traffic through railways *vis-a-vis* road; if not, what is the Railway's estimate of excess oil consumption by road, per ton basis?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Regular compilation of rail and road shares in total traffic movement is not done. Last time these were compiled by the Steering Committee on Perspective Planning for Transport Development set up by the Planning Commission which submitted its report in 1983, according to which Railway's share during the year 1950-51 was 89 per cent, in 1980-81 it was 01.9 per cent and in 1986-87 it was 51.5 per cent. However, Economic Survey 1994-95 assesses the Railway's share of freight traffic to be around 40 per cent.

(b) and (c) Railways are about seven times more fuel efficient than road for transportation of freight. The Railways consume on an average 6.52 litres of HSD oil for transporting 1000 NTKMs compared to about 45.2 litres of HSD oil per 100C NTKMs consumed by road transport. Thus Road transport has an excess consumption of about 38.7 litres of HSD oil than Rail for every 100C NTKMs. Containerisation, leasing of SLR space, improved liaison with core industries etc. are some of the measures that the Railway have taken to improve their share in freight transportation.

अहमदाबाद से दिल्ली तक नई सुपरफास्ट गाड़ी का चलाया जाना

1425. श्रीमती आनन्दीबेन जेठाभाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार अहमदाबाद से दिल्ली तक एक नई सुपरफास्ट गाड़ी चलाने की योजना बना रही है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) यह गाड़ी कब तक चालू किए जाने की संभावना है ?

रेल मंत्री (श्री सी०के० जाफर शरीफ) : (क) जी नहीं ।

(ख) और (ग) प्रश्न नहीं उठता।

दिल्ली-अहमदाबाद मार्ग पर आमान परिवर्तन के संबंध में व्यय की गयी धनराशि

1426. श्रीमती आनन्दीबेन जेठाभाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार द्वारा दिल्ली-अहमदाबाद मार्ग पर मीटर लाइन को बड़ी लाइन में बदलने के संबंध में वार्षिक रूप से कितनी धनराशि खर्च की जा रही है; और

(ख) सरकार इस कार्य को कब तक समाप्त कर लेगी ?

रेल मंत्री (श्री सी० के० जाफर शरीफ) : (क) इस परियोजना पर वार्षिक रूप से खर्च की गई राशि इस प्रकार है :—

वर्ष	रुपये (करोड़ में)
1992-93	47.70
1993-94	152.94
1994-95	204.95
1995-96	226.43 (प्रस्तावित)

(ख) परियोजना 31-3-1996 तक पूरी करने का लक्ष्य है।

Foreign technical assistance to check derailments

1427. SHRI YERRA NARAYANSWAMY; Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have sought any foreign technical assistance to detect and rectify the increasing incidence of rail derailments;

(b) if so, the details thereof; and

(c) it not, how Government propose to, reduce frequent rail derailments?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) The following steps have been taken to reduce derailments: —

1. Overdue track renewals on all important routes are being liquidated.

2. Stress has been given to remove track deficiencies.

3. 1'rack structure hag been upgraded.

4. Carriage and Wagon examination of rolling stock has been streTgthened and rationalised.

5. Nuarly 17,000 drivers with less than 1^ years active driving service have been specially screened and deficient drivers given out-of course crash training.

6. Two high-level Safety Teams have been making extensive spot checks and inspections of field installations and practices,

7. Newly 60,000 staff attended safety camps and refresher training couses during the last one year.

As a result of various steps taken, Inspite of substantial rise in traffic, the derailments on railways have com° down as would be evident from the following figures:—

1989-90	456
1990-91	446
1991-92	444
1992-93	414
1993-94	401